

Aruba Esso News

VOL. 12, No. 4

February 16, 1951

Top Job Moves Announced



D. L. Hussey

J. M. Whiteley

H. Chippendale

F. W. Switzer



C. J. Griffin

G. L. MacNutt

T. V. Malcolm

G. Ernesti

Eleccion SPAC Prepará pa Maart

Eleccion pa Consultiva di Problemas Especial Comité (SPAC) lo wordé tení tempran den otro luna. Diañan di elección a worde poní ariba 6, 7, y 8 de Maart.

Votadornan lo eligí siete miembro cu lo sirbi den es Comité - cuatro candidato nacional, y tres no-nacional. E dos den cada grupo cu recibí mayoria di votos lo sirbi den e Comité pa dos aña; e otro candidato-nan sucesivo lo sirbi pa termino di un aña.

Gruponan nombrador a nombre ocho candidato nacional, y seis candidato no-nacional. Mas nombramiento por worde haci door di peticion. Peticonnan mester ta entrega promer cu Diamars, dia 20 di Februari, na e grupo nombradó apropiado. Pa ser nombrá door di peticion, un candidato mester presenta un peticion firmá pa mas o menos 100 votador eligible den su grupo nacional.

Uso di peticion pa nombre candidato ta eliminá e necesidad di scirbi nombre ariba votos, ya cu door di peticion empleadonan tin e ocasión di nombre candidatos eligible.

Candidatónan nacional nombrá door di grupo nombradó ta lo siguiente (*tras di nombre nota miembran presente di e Comité): Casper Lacle*, Industrial Relations; Juste De Vries*, Catalytic & Light Ends; Jose Geerman, Industrial Relations; J. A. De Kort, TSD Labs; Rosimbo Croes, Accounting; Francisco Croes*, M & C Yard; Max Vries, Marine; y Simeon Tromp, Light Oils Finishing.

Candidatónan no-nacional nombrá door di grupo nombradó no-nacional ta lo siguiente (*nota miembran presente di Comité): A. A. Kalloo, TSD Process Control; L. I. Vieira, Accounting; G. E. Fernandes, Accounting; N. C. Baptiste, TSD Process Control; Gideon Rathnum*, TSD Utilities-Engineering; y M. E. Inniss, Colony Service.

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Schedule of Paydays

Semi-Monthly Payrolls
February 1-15 Friday, Feb. 23
February 16-28 Thursday, March 8

Monthly Payroll
February 1-28 Friday, March 9

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Shown above is the twin-engined Cessna plane that crashed at Bubali early this month. Luckily, neither of the two occupants was badly hurt.

Ariba es portret aki bo por mira e avion Cessna di dos motor cu a cay na Bubali tempran den es luna aki. Afortunadamente, ningun di e dos ocupanténan a hanja hopi desgracia.

Plant Security Studies Begun

Unsettled world conditions have brought up the problem of plant security here, and an eight-man security committee has recently been appointed to study and recommend courses of action. The group includes J. J. Abadie, G. B. Brook, G. L. MacNutt, G. N. Owen (secretary), C. F. Smith (chairman), F. W. Switzer, B. Teagle, and W. L. Thomas.

They point out that their work is in line with what is being done at practically all industries where security and continuous operation are important, including the various units of the Standard Oil Co. (N.J.), in plants in the United States as well as those located abroad.

Primary steps developed by the committee call for improved fencing, immediate guarding of some of the fencing, and a tightening up of entrance and exit procedures. These moves are based on the belief that caution is necessary at this time, not so much from outside attack, but from forces within the area; that is, people who are here, or who may come into Aruba, by ship or other means. The potential enemy's past actions make it likely that sabotage is most to be guarded against, and the initial interest of the committee is in this phase.

A progressive scheme for protection is being devised. Work is going

Two Escape as Plane Crashes

A twin-engined private plane crashed at Bubali February 5, with the two occupants of the plane escaping with only minor injuries. Considerable damage resulted when the plane caught fire; the fire was put out by the two men aboard.

The crash occurred when the gas line caused one motor to conk out. Then the other motor went out and the plane suddenly lost altitude before it could make Dakota Field. This forced the pilot to attempt an emergency landing at Bubali.

The plane, a Cessna, belonged to Rudi Kappel, from Surinam, who was flying it from the States to Surinam. His passenger was an American, Maurice Young, whom he had picked up in Haiti and was taking on a hunting trip to Surinam. Later, Kappel hoped to start an aerial service into the Surinam interior.

Earlier the day of the crash, young Kappel had left Haiti for Aruba; his purpose in coming here was to insure his plane on Netherlands territory.

forward on improving the protection given by fencing. Since fencing needs human observation and control to be fully effective, 28 ex-Netherlands soldiers have been employed and are

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Special Problems Advisory Committee Elections Are Set for Early Next Month

Elections for the Special Problems Advisory Committee (SPAC) will be held early next month. Tentative dates for the election have been set for March 6, 7, and 8.

Voters will elect seven members to serve on the Committee - four national candidates, and three non-nationals. The two in each group

Caught Off-Guard



Caught off-guard at one of the breaks in the course in Administrative Practices, Prof. Ralph M. Hower, of Harvard University, and A. McKenzie, Marine Dept., share a joke. Prof. Hower conducted the course here this month for 90 high level Company supervisors and executives.

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ARUBA ESSO NEWS

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The new Tropical Country Club - to be opened in March.

Lagoites Active in Forming New Club

Lago employees have played a leading part in the formation of the new Tropical Country Club, which is scheduled to be officially opened next month. The Club is located in Noord, and its main attraction will be to provide social and sports activities for members and their families.

Hyacinthus Erasmus, Cracking Department, is president of the Club. Other members of the board of directors are Soriano Dijkhoff; Juan Kelly, Mechanical Department; Elias Fingal, Industrial Relations; Simeon Tromp, Light Oils Finishing; Felipe Erasmus, Cracking; Severiano Luydens, Cracking; Higinio Kelly, TSD Equipment Inspection Group; Fabiano Kelly, TSD Lab; Julio Croes, TSD Equipment Inspection Group; and Mario Franken, Accounting.

Tropical Country Club Nobo Lo Ser Inaugurá na Maart

Empleadonan di Lago a hunga un papel principal den lamtamento di e Tropical Country Club nobo, cual ta poní pa ser oficialmente inaugurá otro luna. E Club ta sitúá na Noord, y su atraccion principal ta pa actividadnan social y di deporte pa miembran y nan familia.

Hyacinthus Erasmus, di Cracking Department, ta president di e Club. Otro miembran di bestuur ta Soriano Dijkhoff; Juan Kelly, di Mechanical Department; Elias Fingal, di Industrial Relations; Simeon Tromp, di Light Oils Finishing; Felipe Erasmus, di Cracking; Severiano Luydens, di Cracking; Higinio Kelly, di TSD Equipment Inspection Group; Fabiano Kelly, di TSD Lab; Julio Croes, di TSD Equipment Inspection Group; y Mario Franken, di Accounting.

Elección SPAC

(Continuá di Pagina 1)

E Comité Consultiva di Problemas Especial ta representá tur empleado staff y regular. E ta aconseja y consulta cu Directiva di Compania riba asuntonan cu ta pertenece na plan beneficiario di empleado, bendemento di articulonan na empleado fuera di mercancia di Commissary, temanan di seguridad cu no ta en relacion cu trabao, facilidadnan medical, y otro problemanan for di trabao.

Simon Geerman, di Shipyard, tabata voorzitter di e grupo nombradó cual a nombra e candidatonan nacionnal. Otro den e grupo tabata A. A. Thijssen, di Accounting; Dominico G. Croes, di Industrial Relations; J. R. Koolman, di M & C Yard; R. E. Frank, di TSD Engineering; B. Amaya, di Light Oils Finishing; A. P. Van Vuurden, di Catalytic & Light Ends; J. A. Abrahams, di M & C Storehouse; y R. C. Peterson, TSD Lab 3.

John Francisco, di Colony Commissary, tabata na cabez di e grupo nombradó no-nacional. Otro miembran tabata H. C. Grant, di M & C Administration; R. St. Tong, di Accounting; A. M. Richardson, di Light Oils Finishing; C. E. Morales, di Catalytic & Light Ends; C. Medford, di TSD Equipment Inspection Group; M. A. Felipe, di M & C Garage; C. R. MacDonald, di M & C Welding; y L. R. Robertson, di Marine.

Security Studies Begin

(Continuá di Page 1)

undergoing training in our specific situation. Ex-soldiers rather than ordinary employees are being used because of their greater familiarity with this kind of work. The new situation will create some restrictions on everyone; at present these will involve less traffic in the refinery and more careful checking at entrances and exits to the refinery and to certain restricted areas. No immediate change is foreseen in the entrance procedure at Sea Grape Grove gate. The extent of the restrictions will depend on how world conditions develop. In some cases the necessary machinery for restrictions may be set up, but will not operate unless the situation calls for it. No immediate severe rulings are anticipated. The work is largely preparatory, so that problems can be solved quickly if the need arises.

A further preliminary development is agreement by members of the American Legion to serve as an auxiliary in any emergency. These are ex-servicemen, trained in handling arms, and would be called upon for protective work if needed.

The security committee's activities, of course, will go beyond the preparatory steps mentioned above, and will reach into the whole problem of the security of the plant and the employees.

Certain inconveniences will result for all of us. It is hoped that all will realize the necessity for the moves and will give their cooperation.

Yard Dept. 1950 Menos Desgracia

M&C Yard Department a pone un safety record mashar bunita den 1950 ora cu el a rebaha na un gran cantidad e record di accidente di e año prome. Desgracianan en total pa 1000 empleado a worde rebahá na 39.4 por ciento en comparacion cu e record di 1949. E rebaha en general a worde obtení door di mendra 157 desgracia chikito y diez desgracia seño den 1950 ariba 1949.

Den un carta na J. R. Proterra, Yard Department general foreman, Mechanical Superintendent H. Chippendale a cometa e trahadornan di Yard pa "nan esfuerzo combiná den tene consecuenciasnan di safety den safety promer cu tur cos den nan pensamento."

"E ta establecé cu asina un don di atención door di cada un empleado individual, grupo, y departamento, cu safety records ariba tur cos a worde obtení," Mr. Chippendale a continua. "Cu sorto di recordnan asina, nos trabao su condicionnan a bira mas sigur y placentero."

Den haci su felicitacion mas grande, Mr. Chippendale a pone acerca cu e ta sintié sigur cu e esfuerzonan cual a establecé e bunita record aki den 1950 lo "sigui contribui na e programa di prevenir accidente door di aumenta actividadnan di safety y consecuenciasnan di sigui hacemento di nan deber na un moda safe."

Lions Seek Funds For Aruban Girl

A drive to raise money to finance an operation for an Aruban girl is presently being carried on by Aruba's Lions Club. The girl is Irene Jacobs, who fell on Christmas day in 1945 and severely cut her throat. Since that time, she has undergone three operations here in Aruba, and for several years Aruba's Lions have taken a close interest in her case. (Irene's story was carried in the Aruba ESSO News last year.)

Now that Irene is ready for a final operation, the Lions Club is carrying on a drive to raise money to send her to the Temple University Medical School in Philadelphia, Pennsylvania. Since a considerable amount of money will be necessary, the Lions have appealed to the public to help them in their goal of helping Irene.

Lions are now soliciting funds for this purpose, and the fund-raising drive will go on for several weeks more. Anyone wishing to contribute to the drive may contact any member of Aruba's Lions Club; Monte Maduro, of Aruba Trading in San Nicolas, is president of the Club.

SPAC Elections Set

(Continuá di Page 1)

consults with Company Management on matters pertaining to employee benefit plans, sales to employees other than Commissary items, safety topics not related to work, medical facilities, and other off-the-job problems.

Simon Geerman, Shipyard, was chairman of the nominating group that named the national candidates. Others on the group were A. A. Thijssen, Accounting; Dominico G. Croes, Industrial Relations; J. R. Koolman, M&C Yard; R. E. Frank, TSD Engineering; B. Amaya, Light Oils Finishing; A. P. Van Vuurden, Catalytic & Light Ends; J. A. Abrahams, M&C Storehouse; and R. C. Peterson, TSD Lab 3.

John Francisco, Colony Commissary, headed the non-national nominating group. Other members were H. C. Grant, M&C Administration; R. St. Tong, Accounting; A. M. Richardson, Light Oils Finishing; C. E. Morales, Catalytic & Light Ends; C. Medford, TSD Equipment Inspection Group; M. A. Felipe, M&C Garage; C. R. MacDonald, M&C Welding; and L. R. Robertson, Marine.



Capt. J. Dourlein, commanding officer of the Dutch Marines at Sabaneta (with hand to face) is interviewed by members of the Aruba Press Association. Next to him is F. Steenmeijer, Beurs correspondent in Oranjestad.

Kapitein J. Dourlein, commandant di e Mariniersnan na Savaneta (cu man na cara) ta hanja entrevista door di miembran di Aruba Press Association.

Marines at Sabaneta Camp

Members of the Aruba Press Association had an opportunity early this month of meeting the recently-arrived Marine officers who command the Marine troops at the Sabaneta Camp. 161 Marines have recently arrived in Aruba to replace the soldiers who have been stationed at Sabaneta.

The commanding officer of the Marine contingent told of plans to set up recreation facilities for the men, and of providing courses for them in such things as English, Spanish, and bookkeeping. In the brief time that the men have been in Aruba, he said, they have already enjoyed and appreciated the hospitality of the people of the island.

Present at the press conference, in addition to the newsmen, were Captain J. Dourlein, commanding officer, Capt. A. Bons, and 2nd Lieutenants A. G. Laurens, C. G. Kamerling, J. Heilaar, and K. D. Rijks.

Mariniers na Sabaneta Camp

Miembran di Aruba Press Association tabatin e oportunidad na cu minzada di es luna aki di a tene un entrevista cu e officiernan di Mariniers pas yegá kende ta en comando di e trupa di Mariniers na Sabaneta Kamp. 161 Mariniers a yega recientemente na Aruba pa reemplazá e schutternan cual tabata stacioná na Sabaneta.

India's Anniversary As a Republic Is Celebrated

January 26 marked the first anniversary of India's receiving its complete independence and being declared a republic. Indians and friends of the nation, in Aruba and elsewhere throughout the world, celebrated the occasion with appropriate ceremonies.

Here in Aruba, friends of India celebrated the event at the home of B. K. Chand, of the M&C Storehouse. Several speeches expressed hope for the future success of India, and for her building, with the United Nations, a world of peace.

Refreshments were served, and Mr. Chand and Ch. H. Raghunath, well-known San Nicolas businessman, sent a cable of congratulations to the Home Government.

E commandant di Mariniers a bisa tocante plannan pa pone facilidadnan di diversión pa e hombernan, y dunamento di cursonan na Inglés, Spaño, y boekhouden. Den es poco tempo cu e hombernan aki ta na Aruba, el a bisa, nan ya a goza y aprecia e hospitalidad di e hendenan di e isla.

Presente na e conferencia di prensa, y acerca na e reporternan, tabatin Kapitein J. Dourlein, commandant, Kapitein A. Bons, y luitenantnan 2de klas A. G. Laurens, C. G. Kamerling, J. Heilaar, y K. D. Rijks.

Aruba from the Air.....Noord



Puestonan Halto A Worde Haci Den Programa di Executive

Cambionan halto den organización di refineria a worte anuncíá es luna aki en conexión cu Compania su Executive Development Program. Superintendente di Process D. L. Hussey, prestá for di Esso Standard Oil Company desde December 1949, a worte duná e posición di assistant general superintendent na e Bayway, refineria New Jersey. Pa continuá Lago su programa di training den e departamentonan, lo siguiente puestonan a worte haci pa un año:

Na 1 di Maart J. M. Whiteley lo ser nombrá na e posición di process superintendent.

Na 1 di Maart H. Chippendale lo reemplazá Mr. Whiteley como technical superintendent.

Day 12 di Februario F. W. Switzer a worte delantá den e posición di mechanical superintendent.

C. J. Griffin a worte pasá pa tuma e posición di refinery superintendent na e refineria Belot na Cuba. Efectivo dia 12 di Februario, G. L. MacNutt a reemplazá Mr. Griffin como division superintendent (Eastern) Process.

Efectivo dia 12 di Februario, T. V. Malcolm a reemplazá Mr. Switzer como division superintendent (Craft y Field Coordination). G. Ernesti a ser delantá den e posición di division superintendent (Storehouse, y Office & Planning).

Yard Dept. Reduces Injuries in 1950

The M & C Yard Department set an outstanding safety record in 1950 when it greatly reduced its accident record of the previous year. Total injuries per 1000 employees were reduced 39.4 per cent in 1950 compared to the 1949 record. This overall decrease was obtained by the reduction of 157 minor injuries and ten disabling injuries in 1950 over 1949.

In a letter to J. R. Proterra, Yard Department general foreman, Mechanical Superintendent H. Chippendale commended Yard personnel for "their combined effort in keeping safety consciousness and safety in general uppermost in their minds."

"It is with such attentive effort established by each individual employee, group, and department, that overall safety records are obtained", Mr. Chippendale continued. "With such prevailing records, our working conditions are made more secure and pleasant."

In extending his congratulations, Mr. Chippendale added that he felt sure that the efforts which had established this outstanding record in 1950 would "further contribute to the accident prevention program by increasing safety activity and consciousness through continued safe performance of duties."

Here We Go Again -

Fresh on the triumphs of 1950 - Aruba's wettest year - the first month of 1951 got off to a pretty good start as far as rain is concerned. It was not the wettest January on record, but it turned out to be the second rainiest. Four inches of rain fell last month, compared to the record January rainfall of 7.88 inches in 1950. Even so, last month's rainfall is far ahead of the 22-year average for January, which is 1.79 inches.

The average for February is only 0.92 inches. At mid-month, no one was waiting in breathless anticipation to see what this month's rainfall would be.

NEW ARRIVALS

PETERSON, Arcede: A daughter, Claudette Sherily, January 24.
BURKARD, Otto: A daughter, Karen Marie, January 24.
BARRY, Wallace: A daughter, Alice Laleia Jonatha, January 24.
HOWDESHELL, Jerome: A daughter, Katherine Anne, January 25.
BOEKHOUDT, Casimiro: A daughter, Oura Alvira Agnes, January 25.
WERLEMAN, Simon: A daughter, Yolanda Paulina, January 25.
DIJKHOFF, Ricardo: A son, Paulus Elviro, January 25.
ACKIE, Thomas: A son, Samuel Nathaniel, January 26.
DANJE, Alfonso: A son, Francisco, January 26.
DE BIQUE, Cecil: A son, Phil Randolph, January 26.
CHARLES, Duncan: A daughter, Jean Janette, January 26.
ROOS, Genaro: A son, Bernard Victorio, January 27.
JAMES, Leonarde: A daughter, Shirley Ernestina, January 27.
HAWLEY, Israel: A son, Tony Adolphus, January 27.

Top Job Moves

(Continued from Page 1) 1943 he was named technical superintendent.

Mr. Chippendale's Company service started in Aruba in June 1930 as a mechanical engineer. In the Mechanical Department he was successively a zone supervisor, general supervisor, departmental superintendent, and master mechanic. In 1939 he became mechanical and maintenance division superintendent, and in May 1947 mechanical superintendent.

Mr. Switzer joined Lago's Engineering Department as head of the estimating group in September 1928. In June 1932 he was transferred to M&C, where he remained as chief planner and later general supervisor until August 1938. At that time he became chief engineer in the Technical Service Department. In March 1949 Mr. Switzer was appointed M&C division superintendent in charge of Craft and Field Coordination. Since last December he has been assigned as assistant to the Industrial Relations Director, as part of the Executive Development Program.

C. J. Griffin, who has been transferred to Cuba, started with Lago in 1934 as an operator third class in the Cracking Department. Successive Process promotions made Mr. Griffin process foreman in the Catalytic Department in May 1941, and assistant division superintendent in August 1946. In January 1949 he was named Eastern division superintendent in the Process Department.

Mr. MacNutt, who replaces Mr. Griffin, came to Aruba in December 1929 as a first class helper in Process. By June 1936 he was a shift foreman, and in March 1937 he was named assistant general foreman, Pressure Stills. In January 1939 he became process foreman there. From July 1944 to June 1945, Mr. MacNutt was with Creole at Caripito, Venezuela. Returning to Aruba, he became assistant division superintendent in Light Oils Finishing in August 1946. As part of the Executive Development Program, Mr. MacNutt was assistant to the Industrial Relations Director from August of last year until December, when he was named assistant to the Mechanical Superintendent.

T. V. Malcolm came to Lago in January 1938 as a junior engineer in M&C. He was made M&C technical assistant in July 1942, and assistant zone supervisor in December 1945. The following year he became a zone supervisor, and in March 1949 was named M&C division superintendent in charge of the Storehouse and Office & Planning. Since last December Mr. Malcolm has been acting as M&C division superintendent in charge of Craft and Field Coordination.

Mr. Ernesti's Lago service goes back to December 1933, when he went to work in the Storehouse. By March 1941 he had become assistant general foreman in the Storehouse, and in April 1944 was named general foreman. Since last December Mr. Ernesti has been acting as division superintendent in charge of Office & Planning and Storehouse operations.

MEDARD, Philippe: A son, Dowell Bryan, January 28.

VERSCHUUR, George: A son, Aaron James, January 28.

DICKSON, Aldwin: A son, Velario Raymond, January 28.

SCOTT, Festus: A daughter, Mary Clarisa, January 28.

WEVER, Frans: A son, Willem Jacob, January 28.

PETIT, Joseph: A son, Ronnie Richardson, January 28.

HODGE, Samuel: A daughter, Veronica Elsa, January 28.

CAIRO, Willem: A son, Humphrey Emery, January 28.

ALMARY, Pedro: A son, Franklin Jan, 29.

FISK, Merlin: A daughter, Anne Elizabeth, January 29.

TROMP, Jose: A daughter, Marie Stella, January 30.

KOOLMAN, Placido: Twins, a daughter, Sabina, and a son, Martin Paulito, January 30.

GLASGOW, William: A daughter, Miriam Marilyn, January 31.

JOHNSON, Thomas: A daughter, Jan Ann, February 1.

JOHNSON, John: A son, Richard Flernoy, February 3.

ANDERSON, Lithfield: Twin daughters, Pamela Merlene and Arlene Jacques, February 3.

CHARLES, Bertie: A daughter, Estella Mercedes, February 3.

RIMNIT, Joseph: A daughter, Roseann Mercedes, February 4.

GILL, Eluid: A son, February 6.

TJON, August: A daughter, February 6.

ANGELA, Hilario: A son, February 6.

HENRIQUEZ, Nicolaus: A daughter, February 6.

JOSEPH, John: A son, February 6.

RASMIJN, Mario: A daughter, February 6.



Photo by Sam Rajroop

High on the list of activities at the Surinam Club carnival this month was the crowning of a queen, Miss L. van Leeuwarden (center). Her attendants were Mrs. E. Jessurum (left), and Mrs. W. Nahar (right).

Mas halto ariba lista di actividadnan di carnaval na Club Surinam es luna aki tabata e coronamento de reina, Señorita L. van Leeuwarden (center). Su hofdamesnan tabata Sra. E. Jesurun (na banda robez), y Sra. W. Nahar (na banda drechi).



Photo by Sam Rajroop

At the carnival February 3 in the Flamingo Room, Lt. Gov. L. C. Kwartsz (left) crowned the three queens. They were Arlina Vasquez, Oranjestad; Winnie Capriles, San Nicolas; and Magdalena de Cuba, Sabaneta (l.r.)

Na e carnaval dia 3 di Februario na Flamingo Room, Gezaghebber Kwartsz (na banda robez) a corona e tres reinanan. Nan tabata Arlina Vasquez, di Oranjestad; Winnie Capriles, di San Nicolas; y Magdalena de Cuba, di Sabaneta.

Esso Co. in Malta Is 50 Years Old

(Esso Standard (Malta), Limited, one of the smallest companies bearing the Esso name, last month celebrated its 50th anniversary. Since Malta is in some ways like Aruba — it's not much larger than Aruba, during the war both islands occupied positions of strategic importance, and both experienced blockades by the enemy — it is interesting to look at some of the experiences of the 50-year old, tiny Esso company in Malta.)

The Esso Standard Company in Malta has 43 employees, and serves its customers with six motor trucks and one horse-drawn tank wagon. In a recent review of the Maltese company's history, Colonel E. J. Vella, general manager for the past 12 years and an employee for 42 years, spoke of the events that happened there during the war. He described the years of World War II as without doubt the worst of the three sieges the island has experienced since it was colonized by the Phoenicians centuries ago.

Because of its strategic position in the British defense of the Mediterranean in the last war, Malta suffered 30 months of severe blockade and almost continuous aerial bombing. "There were times", Colonel Vella recalled, "when rations had to be cut to the bare minimum and the island was without electricity, gas, coal, and, in certain areas, water. The small quantity of the kerosene ration did not go a long way, and, there being no trees or forests, woodwork from blitzed houses supplemented in a small way the fuel available."

During the bombing the company's storage facilities were destroyed, but not before Colonel Vella and his staff had transferred gasoline and other products into barrels and had dispersed the barrels into tunnels, caves, and quarries for use in the trying days ahead.

Describing the job of dispersing petroleum stocks during the intensive bombardment the island suffered in January 1941, Colonel Vella said, "The filling, loading, and transpor-

Interim Regeling A Tuma Lugar

Un dia di gran importancia histórica den Antillas Holandés a tuma lugar dia 7 di Februario cu a pasa, unda cu medida final di e Interim Regeling a bira efectivo. E tabata declará un dia di fiesta publico, y kantooran di Gobierno mescos cu tur schoolnan a cera en celebracion di es suceso.

Bao di Interim Regeling e Junta di Gobierno (promer tabata e cabinet) ta responsable na e Asamblea, cual nombra e Junta. Miembran di e Junta tin e full autoridad di Ministrionan, y tin e responsabilidad pa e administracion interno di henter Antillas Holandés.

E Gobernador ta sirbi hunto cu e Junta den un capacidad aconsejador.

Duná como casi un full autonomia, e posicion nobo ta un paso di gran significacion den progreso di Antillas Holandés.

tation of stocks to underground dispersal areas during air raids required skill and determination on the part of the workers and supervisors." During the war 20 per cent of the company's personnel served in the armed forces. For their contributions to defense, General Manager Vella and his assistant, Lieut. Colonel G. T. Curmi, were made Officers of the Order of the British Empire.

Since the war the company has constructed new storage facilities and now operates two bulk stations, and competes with two other oil marketing companies to serve the 300,000 or more people of Malta.

Recent estimates list approximately 6000 passenger cars on the 95 square miles of Malta. (Aruba has 69.9 square miles.) Trucks there number about 2400, buses about 560, and motorcycles 1271. There were less than 20 tractors in use last year.

No service stations are operated by Esso Standard in Malta, almost all deliveries being made to independently-owned service stations or sold to distributors who deliver the product to consumers. Horse-drawn carts are still used by some of the retailers to cover their routes.

Estudio di Seguridad

(Continua di Pagina 1)

E accionan di enemigo na un moda potencial di baha pasa ta mustra cu nos mester ta prepará mas tanto contra sabotaje, y e interes mas inicial di es comité ta esaki.

Un plan progresivo pa protección ta worte idea. Trabao ta bai adilanti den drechamento di e protección duná pa waya rond. Ya cu waya rond mester di observacion y control humano pa ser fullmente efectivo, 28 ex-schutteran Macamba a worte empleá y lo hanja training den nos situación actual. Ex-schutteran aki a worte empleá en vez di otro solicitantean pa motivo di nan familiaridad cu tal soto de trabao. E situación nobo lo crea algun limitacion na cada un; actualmente esaki lo ta menos trafico den refineria y chekmento cu mas cuidao na entrada y salida di refineria y algun parti mas. No tin ningun cambio na bista tocante drentamento na Sea Grape Grove. E hacemento di limitacionnan mas grandi lo depende com mundo su condicion lo bira. Den algun caso e necesidad di traha pa limitacion lo worte poni, pero lo no traha mientras cu e situación ta necesario. Ningun regla inmediato y streng a worte anticipá. E trabao ta gran prepará, asina ta cu problema nan por ser resolve mashar liger si e necesidad yega.

Mas desarrollo preliminario ta e convenio door di miembran di e American Legion pa sirbi como ayuda den caso di emergencia. Esakinan ta veterano, getrained den entendé cu arma, y lo worte llamá pa trabao protectivo si a necesario.

E actividadnan di Comité di seguridad, sin duda, lo bao bao di e pasonan preparativo cual a worte menciona mas ariba, y lo yega den e full problema de seguridad di refineria y empleadonan.

Cierto inconveniences lo resulta pa nos tur. Nos lo spera cu tur lo realizá e necesidad pa cierto pasonan y lo duna nan cooperacion.

Interim Regulation Goes into Effect

A day of historical importance to the Netherlands West Indies passed February 7 when the final provisions of the Interim Regulation became effective. It was declared a public holiday, and Government offices as well as all schools were closed to mark the event.

Under the Interim Regulation the Government Council (formerly the Cabinet) is responsible to the Legislature, which appoints the Council. Council members have the full authority of Ministers, and carry the responsibility for the internal administration of the entire Netherlands West Indies.

The Governor serves with the Council in an advisory capacity.

Granting as it does almost full autonomy, the new status is a step of utmost significance to the Netherlands West Indies.

Coordination Committee Coming Here Late in Feb.

Members of the Standard Oil Company (N.J.) Coordination Committee will be in Aruba late this month. The group is expected to arrive here February 24, after attending a meeting in Caracas, and to leave February 26.

The Coordination Committee, from New York, coordinates all Jersey's world-wide petroleum activities.

Young Huckleman to U.S.

Nineteen-year old Alpha Huckleman, of the Field Machinists, is leaving late this month for the States. There he intends to take an examination in general education with a view to entering school there next September. He plans to return to Aruba after taking the examination.

A 1949 graduate of Lago's Vocational Training School, young Huckleman recently completed a 16-month course in mechanical drafting from the Cleveland Engineering Institute.

DEATHS

Bernabe B. Fingal, pipefitter helper B in the Pipe Department, died February 1. He lived in Noord, and had over 11 years service with the Company. He was 50 years old.

Mr. Fingal is survived by his widow.

Esso Malta was one of the first companies on the island to introduce social security in the way of pensions, sickness and survivor benefits in 1923.



Enough gasoline to fill 85 automobiles (1350 gallons) is pumped into this K.L.M. plane bound for Miami on February 6 when Lago began refueling operations at Dakota Field.

Refueling the Flying Dutchman

Lago Receives Contract to Refuel KLM Planes at Dakota Airport

The scene above, a KLM DC-4 being refueled by an Esso truck, will soon be familiar to travelers bound from Dakota field to Miami, Venezuela, and other points around the world.

On January 1 Lago received the contract to refuel KLM planes at Dakota, and on February 6, a few busy weeks later, the first refueling operation took place.

Present to watch the big plane get its first load of Esso fuel from Lago equipment were a number of Government, KLM and Lago officials. (An interesting sidelight is that the first Lago employee to travel on the Lago gasoline was F. J. Getts, personnel manager.)

In addition to the three trucks shown in the picture to the right, Lago maintains an office in the terminal building and a staff of five at the field.

Members of the group which inspected all of the new equipment at the field were J. Le Maire, manager of Hato Airport, Curaçao; W. J. Kelder and R. J. Castendijk (see below); K. H. Repath and J. M. Whitley of Lago, and C. Heemskerk, manager of Dakota.



On display at Dakota, with the operations tower as a background, are the three big trucks which help to service the planes. In the center is Lago's bulk hauler which brings high-octane fuel from the refinery to the field. Bracketing it are two aviation refueling trucks, which can deliver at the rate of 180 and 100 gallons per minute.



After the refueling truck pulls up to the waiting plane, the two fifty-foot hoses are run out and passed up to the wing tanks by Tromp and Rosell.

The business end of the refueling operation. The two hoses connect to two completely separate pumping systems built into the refueling truck.



Planes such as this K.L.M. DC-4 literally "fly on gasoline" since their fuel tanks are contained in the wings. As St. Louis and Billy bring the hose up the ladder to fuel the wing tank, K.L.M. field engineer Hekker stands by with dipstick in hand to check the operation.



Magnus Billy gives the wing tip tank its quota. After these tanks are filled, hoses are reeled back, and the truck moves to refuel the other wing. During the 20 minutes or less on the ground, K.L.M. crewmen load baggage, check plane.



Ed Gavin, technical advisor for the Esso Export Corporation, shows visitors how the two filters in the refueling truck take out all water or other foreign matter from the gasoline as it is pumped to the plane. Watching with interest are W. J. Kelder, chief of K.L.M.'s West Indies Technical Service Division, and R. J. Castendijk, director of Civil Aviation, N.W.I.



Here are the men who made the refueling operation successful: Standing, left to right: N. L. Holland, LOF, who will supervise the field crew; J. H. Wubbeld, Esso Marketing representative, N.W.I.; Ed Gavin who advised on the operation of equipment and supervised the safety features required; W. L. Kaestner, Marketing assistant; and Jacinto Rosell. Kneeling: Alford St. Louis, Magnus Billy, and Guillermo Tromp.

"I feel such a gratitude.... and I shall never forget"

by Mathias Vrolijk

The letter that follows was written by 16-year old Mathias Vrolijk, son of Ramon Vrolijk of the Marine Department. Stricken with infantile paralysis as a child, young Vrolijk spent most of 1950 in the New York Hospital. The extensive treatment which he received was financed by members of St. Theresa's parish - the Holy Name Society and the St. Christopher Club - and the Lago Community Council.

In the belief that the experiences of this courageous boy will be of interest to all readers, the Aruba ESSO News is glad to print his story here.

(The English is a translation from the original Papiamento).

feel cold. The last days of our trip on board I was sleeping with three blankets. During our sailing I saw thousands and thousands of fly-fishes, flying and jumping, and we met a lot of small ships. On board I was introduced to many people, with doctor and nurse, and another priest. Mr. Alf Rafael, a Lago employee, was also on board. In Curaçao he came to meet me.

In New York

On April 5 we were due in New York. Early in the morning the pilot came aboard. I was all dressed up and ready, sitting in front of the porthole watching outside. A nice view which was changing every time. Lots of big ships and small ones. A movement and variation of the other world. I haven't got sufficient eyes to watch all these beauty. By two o'clock in the afternoon I saw land and enter the Hudson River. More or less three o'clock in the afternoon we passed the famous statue of Liberty. I've noticed that the trees were still without any leaves, the sign that the winter season isn't finished yet. Around four o'clock we were at the dock. During all that time I was staring from my porthole and it hurt me so much, when they told me that it is time for me to leave. By that time the people of Standard Oil came on board. Mr. Andrew E. Vaccarino took care of all my matters. From the deck they took me down on a lift. An ambulance was waiting for me.

They put me in it, Mr. Vaccarino said goodbye to me and told that in case I need something, to call him. Now I was in New York. The ambulance drove through the big streets of the world's capital. I saw thousands of cars when I passed by. Three rows of cars entering New York, another three rows coming from New York. Cars in front of us, and cars behind us. A sea of cars. And on the sidewalks thousands and thousands of people! I asked: "Where are all these people going to?" My friends start laughing, nobody knows that! I was full of questions! Alongside of the sidewalks were buildings, buildings that were enormous. From the ambulance I couldn't see the tops of them.

At last we reached a big white building, of 24 stories! Here the ambulance stopped. It was New York Hospital, 525 East 68 St., N.Y. 21.

The Hospital

My heart was beating like a drum. Although I knew that hospital, doctor and nurse all were for my own good, I was feeling a little worried. But I forgot all my worrying and nervousness when they took me out of the ambulance. It was cold outside. I was trembling with cold. The people that attended me noticed that and covered my feet with a blanket. But when I passed the entrance of the hospital, it was like Aruba. Warm. They took me into an office, where all my papers were checked.

At the same moment they sent words to Doctor Frederick Lee Liebolt, that I have arrived. After that they put me into a lift. Light, button: Up and up we were going. First floor, the second floor, the third... and at the eleventh it stops. They pressed a button and the door opens, they rolled me outside, and took me to another office. The people thought I was a Latin-American and spoke to me in Spanish, but they noticed that I didn't know much of Spanish, and start talking English to me. It went better that way! None of those people could pronounce my name correct, and how many time they have tried to write it down, but it always was wrong written.

The trip was like this: On March 28 my people took me to Curaçao, there I was put on board the "Santa Paula". There were 3 Dominican fathers aboard, Father Gallé, who now is the priest of Noord, Father de Barbanson of Saint Martin, and Father Julio Henriquez of Curaçao. Especially the latter one had become very friendly with me. After a couple of days he came to sleep in my room, where I was taking my meals and spending most of the day. And daily Father Julio carried me in his arms to the deck. He was a friend, which I shall never forget!

The trip was wonderful! From Curaçao we went to La Guaira, Puerto Cabello and then to Cartagena, Colombia. During the time we were in port, I was sitting on deck, looking at the people unloading and loading new cargo. It was a view I enjoyed very much! I remembered that in Cartagena I saw a great quantity of bananas, and I thought surely that they were sufficient to fill the stomachs of all Americans!

From Cartagena we sailed up north and passed again by Curaçao and Aruba. The trip to New York took us 4 days. On the first days of our trip we had bad weather, the sea was rough, but although the ship was rolling from one side to the other, I did not become sea-sick. Two days before we were due in New York, the sea was calm. And I began to

"I fell again and broke the arm that was operated on twice in New York. There I was again in the Lago Hospital, where I spent 7 months in 1949."

"Mi a cai atroba y kibra e braza euan a operá dos biaha caba na New York. Atami atroba den Lago Hospital, unda cu mi a pasa 7 luna den aña 1949."



"They put me in a chair by the window. From there I had a nice view over East River, Queensborough Bridge. My heart jumped with joy of such beauty."

"Nan a pone mi den un stoel band'i bentana. Di ey mi tabatin un bunita bista ariba East River, Queensborough Bridge. Mi curazon tabata yen di alegria di tantu buniteza."



"What an experience if never before in your life you walked on your feet. Every day I was going to the 'Gym'."

"Ki experiencia si nunca promér den bo bida bo a yega di camna ariba bo pianan. Tur dia mi tabata bai na e 'Gym' for di 9 te 10'or di mainta, pa sinja camna".



"I want to express my gratitude once more to all who helped to make this trip: to my own people, to Father Holterman, to Dr. van Ogtrop, to the parishioners of San Nicolas, American, Aruban, and the Windwardislanders."

"Una vez mas mi quería expresá mi gratitud na tur esnan cu a yuda haci e viaje aki pa mi: na mi mes hendenan, na Pastoor Holterman, na Dr. van Ogtrop, na tur parrochianonan di San Nicolas, Americano, Arubano, y esnan di isla ariba".

was working in Aruba in 1946 and he heard of an Aruban that was coming. He himself was in the hospital on the same floor for a stomach operation. We became very good friend, I could say more than a friend. He was a real father to me. On the following day he made all arrangements so that I can sleep in the same room with him. One day after he took me to a hall where I've seen television for the first time in my life. Here I met Miss Rayburn, a nurse who used to work in Aruba. She was working on the same floor where I was. Around 9:30 a nurse came in and told me that I must not go to bed, because the doctor is coming. A few moments later he came and together with him five operation students. They start right away with the examination of my body. They stand me up, took off all my clothes, and start examining all parts of my body. It took quite a while. After that they told me that some X-rays has to be taken tomorrow. I cannot remember exactly how many were taken, I think it's around thirty. Of my two feet, of my left arm, of my hand and my shoulder, almost all parts of my body. It was almost a complete album. And so, the days passed.

Then one day Dr. Liebolt came in and asks me: "Where should I begin to operate?" I answered him, that he is the doctor. Then he asked me once more, and I told him, that maybe it's better to start with my arm. So that I can use it when they start with my feet. He was of the same opinion as I. On May 9 he made the first operation with my arm and opened my shoulder. Two weeks after he made another two operations on my shoulder, and took out all my shoulder-blade. Sometimes later he made another operation on my hand. Now half of my body was in plaster-cast; only my right arm was out. So I stayed for three months. After that the plaster-cast was taken off my body and some small operations were made on my shoulder and hand to fix the bones. More or less the same time that he operated on my left foot and two weeks after he operated on the right one. Now I was entirely in plaster-cast. My two feet and upper part of my body.

From head to toe I was a statue of plaster-cast. One day in the month of September he took off the plaster-cast of my shoulder and start work-

ing on my shoulder and my arm. The treatment caused a lot of pain. Shoulder and arm both were stiff like a piece of wood. But after three days I was surprised of feeling that I could have moved my hand. It was painful though, but I could move it, which before I couldn't have done.

Then they gave me a treatment with hot water, whirlpool, they called it. I had to put my arm and shoulder in a big washing basin with hot water that was running all around. So, they treated me one hour every day. After two weeks I could have move my arm all around. The doctor told me that I have to do lot of exercise, even if it hurts so much. By the month of October he took the plaster-cast of my feet and told me to stand up. I go frightened when I heard him. Never before in my life had stood on my feet. But they made me stand. My entire body was trembling, I nearly fell, they had to hold me. After one minute I was tired to death. But they repeated this exercise with me once more. Every day a nurse was coming to my room to help me stand up. After a couple of days they took me to the "Gym" a hall where they taught me how to walk. What an experience if never before in your life you walked on your feet. Every day I was going to the "Gym" from 9 'till 10 in the morning, to have my walking lessons, and in the afternoon from 1 'till 2 they took me to the swimming pool for other exercises with my feet. I was always dead tired when I was back in my room. By the month of November I was standing alone on my feet, and walked alone to the bathroom. During all these times I made all the possibility of doing the exercises recommended by the doctor.

They Show me Around

I stayed in New York from the month of April 'till the end of December and most of the time I was on operation, exercises and pain. But however the time passed very quick and most of it in a very pleasant way. First of all, there were three nurses, I should never forget their names and their kindness: Miss Angela Lovechio, Miss Elizabeth Rashley, and Miss Peggy Scully. They took care of me, they were helping me and you know a person in a

(Turn to page 6, column 6)



Members of the ladies' golf team from Lago Colony are seen above on their victorious arrival at Dakota Field from Curaçao. They went over the weekend of February 3, and defeated the ladies' golf team of C.P.I.M. Fern Garber holds the winning trophy, and grouped around and in back of her are Dorothy Richardson, Gladys Stephens, Gladys Baggaley, Betty Bonbrest, Winnie Leak, Lou Johnson, and Ann Fourrier.

"Mi ta sinti asina un gratitud...."

E carta cual ta sigui tabatin scirbi door di Mathias Vrolijk cu tin 16 aña, yiu di Ramon Vrolijk di Marine Department. Birando paralitico infantil di chikito, e joven Vrolijk a pasa mas tanto di aña 1950 den hospital na New York. E tratamiento cual el a ricibi tabata finançia door di miembranan di Holy Name y e Club di St. Christopher - y e Lago Community Council.

Ya mashá dia mi tabatin idea di scirbi algo riba mi biahe na America, primeramente pasobra hendenan di Esso News a munstra interes, y adenmas pasobra mi ta quiere, cu ta un moda di expresa e gratitud imensa, cu mi ta sinti pa tur e personanan generoso, cu a contribui tanto placa pa duna mi e oportunidad di bay. P'esy mi tabatin mashá gana di duña un relato di mi biahe y di mi experiancan den New-York-Hospital. Pero parce cu semper mi mester tin mala suerte. Ni dos siman mes mi no tabata na cas ainda, gozando di mi hendenan despues di un ausencia tan largo, ora mi a cai quibra trobe e braza cu dokter di New York a opera dos biahe na djé! Mi tabata practicando cu e krukanan cu dokter a duna mi, y ora mi a cansa, mi a bay sinta riba un stool. Stul a bira bay di banda! Ata mi trobe cu braza quibrá den Hospital di Lago, camina mi a pasa 7 luna den anja 1949. Mi a bisa, cu ta mala suerte mi tin. Di un banda si, di otro banda no! Ora mi ta mira muchanan di mi edad, nan curpa y pia y braza nan fuerte y recto y sano — com mi por larga di sinti tristo, di sinti envidia de bez en cuando. Ma ora mi ta tuma na consideracion cu hospital di Lago a trata mi asina bon duranti 7 luna, ora mi ta pensa riba tur e generosidad di paroquianonan di Santa Teresita, ora mi ta corda e tratamiento perfecto, cu mi a ricibi na New York, — mi ta sinti un gratitud te yora.

Biahe

Mi biahe tabata asina: Dia 28 di Maart mi hendenan a hiba mi Curaçao, aqui mi a barca na bordo di "Santa Paula". Tabatin 3 pader Dominican a bordo, pader Gallé, cu awor ta Pastoor na Noord, pader de Barbanson di Sint Martin, y pader Julio Henriquez di Corsouw. Especialmente esun ultimo aqui a ocupa su mes cu mi. Despues di un dos dia el a bin drumi den mi camarote, camina mi tabata tuma mi cuminda y tabata pasa gran parti di dia. Y diariamente Pader Julio a carga mi den su braza hiba mi riba dek. Ta un amigo, cu lo mi no lubida nunca.

E biahe mes tabata famoso! Foi Corsouw nos a bay La Guaira, Puerto Cabello y despues na Cartagena di Colombia. Duranti tempo cu nos ta-

bata marrá, mi tabata riba dek sintá den un stool waak hendenan descarga y tuma carga nubo. Un bista cu mi a goza mashá di djé! Mi ta corda cu na Cartagena mi a mira un cantidad asina enorme di banana, cu mi a pensa cu sigur nan mester ta suficiente pa yena stoma di tur americano!

Foi Cartagena nos a sali subi bay Noord y nos a pasa trobe banda di Corsouw y Aruba. E biahe te New York tabata 4 dia. Promer dianan di nos biahe tabatin basta mal tempo, lamar tabata braboe, ma masque barco a lora hopi, mi no a marea nunca. Dos dia promer cu nos a yega New York, lamar a calma. Ya mi a cuminza sinti frio. E ultimo dianan di nos biahe mi tabata drumi tapá bao di tres deken. Na camina mi a mira miles y miles pescar bulador, bula hacie kenshi y nos a contra hopi vapor chiquito. Na bordo mi a cera conoci cu hopi hende, cu dokter y nurse y cu un otro pader mas. Mr. Alf Rafael, empleado di Lago tambe tabata na bordo. Ya na Corsouw el a bin cera conoci cu mi.

New York

Dia 5 di April nos a drenta. Maina tempran piloto a subi bordo. Mi tabata tur bisti y clá, sintá dilanti di porthole waak p'afó. Un bista bonita cu a cambia cada bez. Cantidad di vapor grandi y chiquito. Un movimiento y variacion di otro mundo. Mi no tabatin basta wovo pa mira. Pados or di merdia nos a mira tera y a drenta Hudson river. Pa tres or mas o menos nos a pasa e famoso estatua di Libertad. Mi a mira cu palanan tabata ainda sin blaadchi, senjal cu tempo di frio no a caba ainda. Pa banda di 4 or nos a marra. Y duranti tur e oranan ei mi no a quita wovo for di mi porhole y a duel mi mashá, ora nan a bin bisa mi cu mi ora di bay a yega. Ya hendenan di Standard Oil a subi bordo. Mr. Andrew E. Vaccaro a atende di tur mi asuntonan. Foi dek nan a baha mi abao den un lift. Un ambulance tabata para clá ta spera mi. Nan a pone mi aden, Mr. Vaccaro a yama mi ajo y bisa mi cu en caso mi tin mester di algo, mi yamé. Awor mi tabata na New York. Ambulance a pasa den cajanan enorme di capital di mundo. Miles di auto mi a mira. Asina leu cu mi wovo a yega. Tres cadera di auto ta drenta New York, tres cadera ta biniendo di New York. Auto dilanti di nos, auto tras di nos. Un lamar di auto. Y riba acera miles y miles y miles di hendenan! Mi a puntra: Unda tur e hendenan aquia bai? Mi companjeronan a cuminza haria, ni un hende sabi esai! Mi tabata jen di prehunta! Banda di e aceranan, tabatin cas, pero cas di un tamaño enorme. For di mi auto mi no por a mira nan te ariba!

Porfin nos a yega na un cas grande di blanco, di un 24 piso! Aqui nos ambulance a para. Tabata New York Hospital 525 East 68st. N.Y. 21.

Hospital

Mi Curazon a bati mas duro. Mas que mi tabata sa, cu hospital, dokter y nurse tur tabata pa mi bon, mi a sinti un tiki inquieto. Pero mi a lu-

bida tur mi inquietud y nerviosidad ora nan a saca mi fo'i ambulane. Tabata mashá frio p'afor. Mi a ril di tanto frio. Hendenan cu a atende mi a ripara y nan a lora mi pia den un deken. Ma asina mi a pasa porta di hospital, tabata manera Aruba. Dushi calor. Nan a hiba mi den un oficina, camina nan a samina tur mi papelnan. Y mes ora nan a manda respondi pa dokter Frederick Lee Liebolt, cu mi a jega. Despues nan a hiba mi na un lift pone mi aden! Luz, konopi: Subi nos a subi. Promer piso, di dos piso, di tres... Di diezun piso el a para. A primi un konopi, porta a habri, nan a lora mi afo, a hiba mi na un otro oficina. E hendenan a pensa cu mi tabata Spano y nan a cuminza papia spanó cu mi, ma como nan a ripara lihé, cu mi no tabata sa basta spanó, nan a cuminza papia inglese! A bay un tiki mas mihió! Ni un di e hendenan por a pronuncia mi nomber drechi y cuanto bez nan a purba di scirbi Vrolijk, mi no sa, ma cada bez e tabata fout scirbi. Porfin nos a bin cla y nan a hiba mi na mi kamber, room 1125. Nan a pone mi den mi stool sintá dilanti di bentana. Di ayi mi tabatin un bista bonita, riba East River, Queensborough Bridge, otro cos grandinan! Mi curazon a bati di legría di tanto boniteza. Mi tabatin gana di queda sintá aqui pa tur semper. Despues di un rato un tres mucha homber a drenta cu tabata student den medicina y tabata traha bao di dokter Liebolt. — Un rato despues Senor Bill Russel a bin cocone mi. E tabata traha na Aruba den anja '46 y el a tende di un Arubiano cu ta bini. E mes tabata den hospital drumí riba mes piso pa motivo di un operacion di stoma. Nos a bira mashá bon amigo, mi por bisa cu amiga mes. E tabata un berdadero tata pa mi. Ya su dia siguiente el a perecra cu mi por drumi hundu cuné den su camber! Un dia despues el a hiba mi den un sala camina mi a mira television pa promer bez di mi bida. Aqui mi a hacie co-noci tambe cu Miss Rayburn, un nurse cu anteriormente tabata na Aruba. E tabata traha riba mes piso camina mi tabata. Banda di 9.30 or un nurse a bin bisa mi cu mi no mester bay drumi, como dokter ta biniendo. Un rato despues el a bini y hundo cuné tabata e 5 student operacion. Mes ora nan a cuminza samina mi curpa. Nan a pone mi para, quita tur mi panja, samina mi tur parti di mi curpa. A tuma basta rato. Despues nan a bisa mi cu majan nan ta bay saca X-rays. Mi no por corda exactamente ta quanto X-rays nan a saca, mi kier sa cu ta mas cu trinta. Di mi dos pianan, di mi braza robez, di mi man y di mi scounder, casi di tur parti di mi curpa! Tabata un album casi completo! Asina a pasa varios dia! Anto dokter Liebolt a puntra mi: Unda le cuminza opera. Mi a bisé: E mes sa mihió, e ta dokter.

Ora el a puntra un biahe mas, mi a bisé, cu podiser ta miho di cuminza cu mi braza. Mi por usé ora e opera na mi pianan. E tabata di mes opinion y asina el a dicidi. Dia 9 di Mei el a hacie su promer operacion na mi braza y a habri mi scounder. Dos siman despues el a hacie dos operacion mas na mi scounder, a saca tur mi scounderblad. Algun tempo despues el a opera trobe na mi man! Awor mitar di mi curpa tabata den gibs; mi braza drechi sol a sali. Asina mi a keda tres luna! Despues di un tempo el a quibra gibs y a hacie algun operacion chiquitonan den mi scounder y man pa drecha wesonan. Mas o menos mes tempo el a opera mi pia robez y despues di dos siman mi pia drechi. Awor mi tabata tur den gibs. Mi dos pianan y parti arriba di mi curpa. For di ariba te abao mi tabata un estatua di gibs! Un dia den luna di September el a quita gibs for di mi scounder y a cuminza traha riba mi braza y scounder. E tratamiento a causa mi mashá dolor. Scounder y braza tur dos tabata stijf manera palo. Ma despues di 3 dia mi a queda mashá sorprendi ora mi a sinti cu mi por moef mi man! Tabata dolor si, ma moef mi por a moef es, loque antes mi nunca tabata por. Anto nan a duna mi un tratamiento cu awa cayente, whirlpool, manera nan sa yamé. Mi mester a pone mi braza y mi scounder den un baki grandi cu awa cayente cayente y e awa tabata moef bira rond. Asina nan a trata mi un ora largo tur dia. Ya despues di dos siman mi por a bira mi braza. Dokter a bisa mi di hacie hopi ejercicio, masque e dolor tabata tremendo! Lunes di October el a quita gibs di mi pia y el a bisa mi para. Mi a spanta ora mi a tende. Nunca den mi bida mi a para riba mi pia! Ma nan a pone mi para. Henter mi curpa e tembla, mi a hera cai, nan mester a tene mi. Despues di un minut mi tabata morto cansá. Ma nan a bolbe ri-

piti hacie es ejercicio trobe cu mi. Tur dia nurse tabata bin yuda mi pone mi para. Despues di poco dia nan a hiba mi "Gym" un sala camina nan a sinja mi camina. Esta un experiencia ora nunca antes den bo bida bo a camina riba bo pia! Tur dia mi a bai Gym for di 9 or te 10 di mainta, sinja camina y atardi for di un or te dos or mi a bay "swimmingpool" pa hacie otro ejercicio cu mi pia. Cada vez mi tabata morto cansá ora mi a bai den mi kamber trobe. Ma ya na luna di November mi por a para riba mi pia, bai mi sol na cuarto di banjo. Tur es tempo mi a hacie tur mi posibel pa hacie tur es ejercicio cu dokter a bisa mi.

Keirou

Mi a queda den New York Hospital foí luna di April te na fin di Dember y mas parti di e tempo tabata ocupá pa operacion y ejercicio-nan y dolor. Pero sinembargo tempo a pasa lihé y di un manera basta agradable. Primeramente tabatin ayi tres nurse, cu nunca di mi bida lo mi no lubida nan nomber ni nan persona: Miss Angela Lovechito, Miss Elisabeth Rashley y Miss Peggy Scully. Nan tabata cuida mi, nan tabata yuda mi — y un hende full den gibs in tñester di mashá yudanza — nan tabata hacie tur percuracion pa mi, y cu tanto amor, cu tanto caridad, cu tanto suavedad, cu ni mi mama mas — y mi tin mihió mama di tur — por a hacie mihió. Ademas di esey nan a hiba mi keiro hopi camina. Bao di nan guia mi a mira Empire State Building, mi a mira Chrysler Building, mi a mira Time Square. Hasta mi a presencia Christmas Show na Radio City. Nos a pasa bao Lincoln Tunnel, nos a bay New Jersey, nos a bai Lake Success, camina mi a mira bandera holandes ta bula foí edificacionan di Naciones Unidas, y hopi otro camina mas.

Ademas mi a haja bishita di varios hende di Aruba: Mi ta corda bishita di Mr. Kaiser, di Captan Mello, di Mr. Dodge y Mr. Winstanley. Y last but not least, mi tabatin cu mi e inolvidable Mr. Russell.

Gana di Bay Cas

Pero no obstante tur esey mi tabatin masha gana di bay Aruba, bai mira mi hendenan trobe. P'esi mi a cuminza puntra dokter na principio di December qui dia mi por sali foí hospital y mi a bisé francamente cu mi ta deseja di ta cerca mi hendenan tempo di Pascu. El a consisti. Dios gracia! Ya nos a regla passage caba pa medio December, ma e tempo el a haya necesario di hacie otro operacion trobe na mi pia drechi. Nos mester a cancela e biahe. Porfin nos a fiha dia 22 di December pa bay. Atroba tabata e admirable Bill Russell, cu a tuma tur percuracion pa mi! El a mira pa mi papelnan, pasaporte, ticket y tur cos. el a paqueta tur mi corotonan manda na Aruba cu tanker. E hundo cu e dos nurse a hiba mi na "La Guardia Airbase". Nan a pone mi den avion. Tabata 12 or di anochi. Promer cu porta cera un nurse a bay cohe un man di sneeuw duana mi. Pasobra varios bez mi a mira sneeuw for di mi bentana, ma nunca mi a fulé. Mi tabatin gana di warda e sneeuw hilé Aruba, ma lastima e no a wanta. Nos tur cuater tabata tristo, ora nos a despedi di otro. A duna mi pena di bay di e tres bon hendenan aqui. 12.05 or avion a sali! For di den laria mi tabatin bonita bista riba New York; mi wovo y mi curazon tur dos tabata yen di lagrima. Tabata mi promer biahe den un avion grandi asina. Ariba den aire nos a haja bon cuminda! Despues mi a drumi poco. Banda di 8 or di maina nos a baha na Porto Rico, 9 or nos a sali trobe. Banda di 12 or di merdia dia 23 di December nos a yega Corsouw. Asina cu mi a sali foi avion mi wovo a busca mi hendenan. Mi tabata sigur cu nan tabata spera mi na Hato. Ma mi no a mira ningun, y mi a keda masjá stranjo. Despues mi a comprende, como tabata 23 di December tur lugar den tur avion tabata ocupá. Ora nan a baha mi hiba mi den Station mi a puntra cu quen lo mi bay. Awor dos Americano di Lago a bin contra mi. Mr. Charles Drew y Mr. Bill Kaestner. Nan a bin foi Aruba cu nan avion chiquito pa busca mi. Esta bon hende Aruba tin! Awor avion chiquito a bin para banda di esun grandi cu mi a bin cuñé foí Merca. Tabata parce un avion na miniatura, asina chiquito el a queda. Nan a pone mi aden y ata ya nos a bay Ruba; cu mashá velocidad. Mi quie sá, cu den 20 minut nos tabata na Aruba caba. Nos a bula directamente pa Dakota pa haja permiso pa baha, bolbe bira unbez pa viaggio "De Vuyst" di San Nicolas. Aqui tur mi hendenan cu Pastoor

Aruba mi pa hacie e biahe: na mi mes hendenan, na Pastoor Holterman, na Dr. van Ogtrop, na tur e paroquianan di San Nicolaas, Americano, Arubiano Y Inglesan — cu a contribui asina tanto pa cubri gasto di Hospital y dokter, na Dr. Liebolt, na mi amigo Russell, na e tres nurse, na tur sin excepcion! Di berde mes mi cuazon ta yen di gratitud! Mara Dios bendiciona tur e bon hendenan.

Y mashá danki na Esso News també.

Boei.

I feel such a gratitude

(Continued from page 5)

plaster-cast needs a lot of help — they were taking care of me, with such a love, charity, and precautions, that not even my mother — and I have the best mother of all — could have done better. Beside that they used to take me for a walk to show me around. Under their guide I looked at the Empire State Building, Chrysler Building, Times Square. I also was present at the Christmas Show at the Radio City. We passed under the Lincoln Tunnel, we went to New Jersey, Lake Success, where I saw the Dutch Flag on the building of the United Nations, and lot of places more.

Besides receiving visitors of different people of Aruba: I remember the one of Mr. Kaiser, of Captain Mello, of Mr. Dodge and Mr. Winstanley. And last but not least, I was with the unforgettable Mr. Russell.

Homesick

But however I was very anxious to go back to Aruba, to see my people again, and I start asking the doctor early in December about leaving the hospital, and I told him frankly that I wish to spend Christmas with my people. He agrees, Thanks God! We have arranged your passage for the middle of December, but it was necessary for doing another operation to the right foot, and the passage had to be cancelled. At last, we had dated Dec. 22 to leave. Again the admirable Bill Russell, who took care of all my affairs! Looked over my papers, passport, tickets and everything.

He shipped all my personal effects to Aruba by tanker. Together with two nurses he took me to "La Guardia Airbase". They put me on board the plane. It was midnight. Before they closed the door one of the nurses gave me a handful of snow. Because I've seen snow from my window but I never touched it before. I wanted to bring it home with me, but too bad it couldn't last. All four of us were feeling sad, when we said goodbye. It hurt me to leave these three kind people here. We took off at 12:05! From the air I had a nice view of New York; my eyes and my heart both were full of tears.

It was my first trip in a big plane like this. We were served with nice meal on board. After that I fell asleep for a while. Around 8 o'clock in the morning we landed at Puerto Rico, we took off again at 9. Around 12 o'clock noon on Dec. 23 we arrived at Curaçao. The moment I stepped out of the plane my eyes were searching for my people. I was so sure that they were waiting for me at the Hato. But none were there, it was strange to me. Than I understand, that on Dec. 23 all seats were occupied on the planes. When they took me to the station they asked me with whom should I go. Then two Americans of the Lago came to meet me. Mr. Charles Drew and Mr. Bill Kaestner. They came from Aruba with a small plane to take me along. Aruba has nice people I should say! Now the small plane was beside the big one that brought me from the States. It looked like a miniature plane.

They put me in it and we took off for Aruba. In 20 minutes we were in Aruba. We fly straight to the Dakota airfield to get permission for landing, and than we turned back to the "De Vuyst" of San Nicolas. Here all people with the priest and some Americans were waiting for me!

My letter has come to an end, but before that I want to express my gratitude once more to all who helped me to make this trip: to my own people, to Father Holterman, to Dr. van Ogtrop, to the parishioners of San Nicolas, American, Aruban, and the Windwardislanders, who had contributed so much to cover all expenses for the hospital and doctor, to Dr. Liebolt, to my friend Russell, to the three nurses, to all without any exception. My heart is full of gratitude. May God bless them all!

And thanks to the Esso News for publishing my letter.

Boei.